



Maura Healey, Governor  
Kimberley Driscoll, Lieutenant Governor  
Gina Fiandaca, Secretary & CEO  
Jonathan L. Gulliver, Highway Administrator



August 30, 2023

**Proposal No. 608929-123406**

**ADDENDUM NO. 1**

To Prospective Bidders and Others on:

**WILMINGTON**  
**Federal Aid Project No. HIP(BR)-003S(669)X**  
**Bridge Replacement, W-38-003, Butters Row over MBTA**

**PROPOSAL TO BE OPENED AND READ:**      **TUESDAY, SEPTEMBER 12, 2023 at 2:00 P.M.**

Transmitting changes to the Contract Documents as follows:

<b><u>RESPONSES TO BIDDERS' QUESTIONS:</u></b>	Two pages attached.
<b><u>DOCUMENT A00802:</u></b>	Revised Page 15.
<b><u>DOCUMENT B00420:</u></b>	Revised Pages 21, 22 and 23.
<b><u>PLANS:</u></b>	Revised sheet No. 45 of 110.

Please take note of the above, substitute the revised pages and sheet for the originals and acknowledge Addendum No. 1 in your Expedite Proposal file before submitting your bid.

Very truly yours,

for  
Eric M. Cardone, P.E.  
Construction Contracts Engineer

MB  
c: Eamon Kernan, Project Manager

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**WILMINGTON**  
**Federal Aid Project No. HIP(BR)-003S(669)X**  
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**(608929-123406)**

**Responses to Bidders' Questions**

Addendum No. 1, August 30, 2023

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**MAS Building and Bridge, e-mail dated August 23, 2023**

Question 1) What are the Non-Revenue hours (no trains) available for this project?

Response 1) Refer to the MBTA Commuter Rail Line schedules for the Lowell Line and Haverhill Lines for MBTA non-revenue hours. Please also refer to the Amtrak Downeaster train line schedule.

Question 2) How many freight trains per day and night pass the project area?

Response 2) This information is not available, and the schedule and number of freight trains through the project area can vary.

**MAS Building and Bridge, e-mail dated August 24, 2023**

Question 3) Are there any restrictions when the Butter Row road closure can be implemented or any limitations on the duration of the road closure detour?

Response 3) The closure of Butters Row should be implemented after the detour and traffic timing changes indicated in the plans are implemented. The road closure shall end before resuming existing signal timings and removing the detour signage. There is not a limitation in the Contract for the duration of the detour; however, it is expected that the closure duration should be kept to the minimum extent feasible to allow for construction of the project.

Question 4) It is noted in the specifications that busing service will be available for weekend train shutdowns. Will any weekend shutdowns of train activity be available? What are the exact times of starting and ending of the weekend shutdowns? Are there any restrictions on how many weekend shutdowns can be requested?

Response 4) This will need to be coordinated between the selected Contractor and MBTA. No advanced coordination on this topic has occurred specific to this project.

**McCourt Construction Company, e-mail dated August 24, 2023**

Question 5) Drawing Sheet no. 46 under the Concrete notes list the type of concrete to be used for the bridge and retaining walls. These mixes conflict with what is called for in Specification 995.01 on pages A00801-214 to 215 and Specification 996.01-996.04 pages A00801-220 to 221. Which document is correct?

Response 5) See the revised Plan Sheet No. 46 of 110. The concrete types shown in the Special Provisions are correct.

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**McCourt Construction Company, e-mail dated August 25, 2023**

Question 6) Specification section 804.777 under basis of payment lists the handholes as being incidental to this payment item. The Preliminary Estimate of Quantities page A00802-15 list the MBTA handholes to be included under Item no. 811.23. Which document is correct?

Response 6) See the revised Detail Sheets, page A00802-15. Item 804.777 covers the installation of the handhole. Item 804.777 includes furnishing and installing the handholes within the MBTA ROW. The handholes outside of the MBTA ROW will be paid for under Item 811.23.

Question 7) Is the MBTA utility pole shown on Drawing Sheet no. 14 paid under Item no. 821.09?

Response 7) Yes, the proposed MBTA utility is paid under item 821.09.

Question 8) What scope of work is paid under Payment Item no. 903 – 3000 PSI, 1.5 INCH, 470 Cement Concrete?

Response 8) Thrust blocks installed on water line fittings and the MBTA permanent conduit relocation encasement will be paid for under Item 903. Refer to Construction Details on Sheet 39 of 110.

Question 9) What scope of work is paid under Payment Item no. 905 – 4000 PSI, 3/8 INCH, 470 Cement Concrete?

Response 9) The telecom duct bank outside of the MBTA Right-of-Way will be paid for under Item 905. Refer to Construction Details on Sheet 39 of 110.

Question 10) What scope of work is paid under Payment Item no. 905.2 – 5000 PSI, 3/8 INCH, 710 HP Cement Concrete?

Response 10) Refer to revised pages B00420 - 21 through 23.

Question 11) What scope of work is paid under Payment Item no. 910.1 – Steel Reinforcement for Structures – Epoxy Coated?

Response 11) Reinforcing steel in the water main thrust blocks will be paid for under Item 910.1.

**McCourt Construction Company, e-mail dated August 30, 2023**

Question 12) Under which payment item is the 16" DIA Pipe Sleeve shown on Drawing Sheet no. 85 paid?

Response 12) This will be responded in the future addendum.

① Addendum No. 1, August 30, 2023

**ITEM 811.23**      **ELECTRIC HANDHOLE - SD2.023**

①

2 for Verizon relocation

**ITEM 813.56**      **IT FIBER CABLE**

For installation of additional overhead IT wire as required by the engineer.

**ITEM 813.57**      **IT FIBER CABLE REMOVED AND RESET**For removal and resetting of existing overhead wire as required by  
the engineer.**ITEM 823.72**      **HIGHWAY LIGHTING ARM AND LUMINAIRE REMOVED AND  
RESET**

Sta.	52+25	LT
	54+85	RT
	57+40	RT
	241+80	LT
	41+60	LT

**ITEM 853.21**      **TEMPORARY BARRIER REMOVED AND RESET**

Sta. 241+00      to      Sta.      243+00

**ITEM 874**      **STREET NAME SIGN**

Streets:

Butters Row (2 signs)  
Factory Street (2 signs)  
Cross Street (2 signs)**ITEM 874.41**      **TRAFFIC SIGN REMOVED AND DISCARDED**

Refer to traffic plans and as required by the Engineer

Sta.	52+25	LT
	54+85	RT
	57+40	RT
	241+80	LT
	41+60	LT

Project # 608929		Contract # 123406		
Location : WILMINGTON				
Description : Bridge Replacement, W-38-003, Butters Row Over MBTA				
ITEM #	QUANTITY	ITEM WITH UNIT BID PRICE WRITTEN IN WORDS	UNIT PRICE	AMOUNT
874.	6	STREET NAME SIGN  AT _____ EACH		
874.41	16	TRAFFIC SIGN REMOVED AND DISCARDED  AT _____ EACH		
903.	61	3000 PSI, 1.5 INCH, 470 CEMENT CONCRETE  AT _____ PER CUBIC YARD		
905.	10	4000 PSI, 3/8 INCH, 660 CEMENT CONCRETE  AT _____ PER CUBIC YARD		
910.1	2,000	STEEL REINFORCEMENT FOR STRUCTURES - EPOXY COATED  AT _____ PER POUND		
945.1	9,000	DRILLED MICROPILE  AT _____ PER FOOT		
948.6	2	MICROPILE VERIFICATION LOAD TEST  AT _____ EACH		
948.61	22	MICROPILE PROOF LOAD TEST  AT _____ EACH		
950.6	1	PERMANENT SUPPORT OF EXCAVATION FOR BRIDGE NO. W-38-003  AT _____ LUMP SUM		

① Item 905.2 has been removed

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ITEM #	QUANTITY	ITEM WITH UNIT BID PRICE WRITTEN IN WORDS	UNIT PRICE	AMOUNT
953.1	1,741	TEMPORARY SUPPORT OF EXCAVATION  AT _____ PER SQUARE YARD		
986.2	2	MODIFIED ROCKFILL  AT _____ PER CUBIC YARD		
988.01	150	SEDIMENT FOREBAY PAVERS  AT _____ PER SQUARE FOOT		
991.1	1	CONTROL OF WATER - STRUCTURE NO. W-38-003  AT _____ LUMP SUM		
994.01	1	TEMPORARY PROTECTIVE SHIELDING BRIDGE NO. W-38-003  AT _____ LUMP SUM		
995.01	1	BRIDGE STRUCTURE, BRIDGE NO. W-38-003  AT _____ LUMP SUM		
996.01	1	WALL STRUCTURE, WALL NO. 1-Southwest Retaining Wall  AT _____ LUMP SUM		
996.02	1	WALL STRUCTURE, WALL NO. 2-Southeast retaining wall  AT _____ LUMP SUM		
996.03	1	WALL STRUCTURE, WALL NO. 3 - NORTHWEST RETAINING WALL  AT _____ LUMP SUM		

Project # 608929		Contract # 123406		
Location : WILMINGTON				
Description : Bridge Replacement, W-38-003, Butters Row Over MBTA				
ITEM #	QUANTITY	ITEM WITH UNIT BID PRICE WRITTEN IN WORDS	UNIT PRICE	AMOUNT
996.04	1	WALL STRUCTURE, WALL NO. 4 - NORTHEAST RETAINING WALL   AT _____ LUMP SUM		
Total Qty:		144,235		

①



GENERAL NOTES

DESIGN: IN ACCORDANCE WITH THE 2020 AMERICAN ASSOCIATION OF STATE HIGHWAY AND TRANSPORTATION OFFICIALS LRFD BRIDGE DESIGN SPECIFICATIONS WITH CURRENT INTERIM SPECIFICATION THROUGH 2022, FOR HL-93 LOADING.

MASSDOT BENCH MARK: ELEVATIONS ARE BASED ON THE NORTH AMERICAN VERTICAL DATUM (NAVD) OF 1988.

BENCHMARK: 26 PK NAIL IN UPL 27 1' ABOVE GROUND  
NORTHING: 3021581.156  
EASTING: 746551.186  
ELEVATION: 102.79

BENCHMARK: 27 MAG IN ULT 1-23 1' ABOVE GROUND  
NORTHING: 3021265.017  
EASTING: 746296.970  
ELEVATION: 91.68

DATE: TO BE PLACED ON THE INSIDE FACE OF THE SOUTHEAST AND NORTHWEST GUARDRAIL TRANSITIONS. A SHEET SHOWING SIZE AND CHARACTER OF NUMERALS WILL BE FURNISHED. THE DATE USED SHALL BE THE LATEST YEAR OF CONTRACT COMPLETION AS OF THE DATE THE FIRST GUARDRAIL TRANSITION IS CONSTRUCTED. BOTH HIGHWAY GUARDRAIL TRANSITIONS SHALL FEATURE THE SAME DATE.

MASSDOT SURVEY: THE EXISTING CONDITION WAS SUPPLEMENTED BY AN ON THE GROUND INSTRUMENT SURVEY PERFORMED BETWEEN 07/12/2018 AND 11/08/2018 BY GREEN INTERNATIONAL AFFILIATES, INC. (GREEN). ADDITIONAL GROUND SURVEY WAS PERFORMED JULY, 2020 BY GREEN TO SUPPLEMENT EXISTING GROUND SURVEY.

SCALES: SCALES NOTED ON THE PLANS ARE NOT APPLICABLE TO REDUCED SIZE PRINTS. DIVIDE SCALES BY 2 FOR HALF-SIZE PRINTS (A3).

FOUNDATIONS: FOUNDATIONS MAY BE ALTERED, IF NECESSARY, TO SUIT CONDITIONS ENCOUNTERED DURING CONSTRUCTION, WITH THE APPROVAL OF THE ENGINEER.

UNSUITABLE MATERIAL: ALL UNSUITABLE MATERIAL SHALL BE REMOVED WITHIN THE LIMITS OF THE FOUNDATIONS OF THE STRUCTURE, AS DIRECTED BY THE ENGINEER.

GEOTECHNICAL REPORT: REFER TO GEOTECHNICAL REPORT, DATED DECEMBER 2022, AND SUPPLEMENTAL GEOTECHNICAL REPORT, DATED JANUARY 2023, PREPARED BY LAWSON ENGINEERING CORPORATION.

EXISTING CONDITIONS: DIMENSIONS OF THE EXISTING STRUCTURE SHOWN ON THESE PLANS ARE FOR GENERAL REFERENCE ONLY. THEY HAVE BEEN TAKEN FROM THE ORIGINAL DESIGN DRAWINGS, AND ARE NOT GUARANTEED.

CONTRACTOR SHALL DETERMINE AND ESTABLISH ALL DIMENSIONS AND DETAILS NECESSARY FOR COMPLETION OF ALL WORK BY FIELD MEASUREMENTS AND SURVEY. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE ADEQUACY AND ACCURACY THEREOF, AND SHALL NOT ORDER ANY MATERIAL OR COMMENCE ANY FABRICATION UNTIL HE/SHE HAS MADE THE REQUIRED MEASUREMENTS AND THE EXTENT OF THE PROPOSED WORK HAS BEEN APPROVED BY THE ENGINEER.

REINFORCEMENT: REINFORCING STEEL SHALL CONFORM TO THE REQUIREMENTS OF AASHTO M 31 GRADE 60. ALL REINFORCING STEEL SHALL BE EPOXY COATED, UNLESS OTHERWISE NOTED ON THE CONSTRUCTION DRAWINGS. ALL BARS SHALL BE LAPPED AS FOLLOWS:

MODIFICATION CONDITION	#4 BARS	#5 BARS	#6 BARS	#7 BARS	#8 BARS	#9 BARS
1. NONE	16"	19"	23"	27"	30"	34"
2. 12" OF CONCRETE BELOW BAR	20"	25"	30"	34"	40"	45"
3. COATED BARS, COVER < 3D/B, OR CLEAR SPACING < 6D/B	23"	29"	34"	40"	46"	51"
4. COATED BARS, ALL OTHER CASE	18"	23"	27"	33"	37"	41"
5. CONDITION 2. AND 3.	26"	32"	39"	45"	51"	58"
6. CONDITION 2. AND 4.	24"	30"	36"	42"	47"	54"

ALL OTHER BARS SHALL BE LAPPED AS SHOWN ON THE CONSTRUCTION DRAWINGS.

MEMBRANE WATERPROOFING: ALL MEMBRANE WATERPROOFING USED ON BRIDGE DECKS SHALL BE MEMBRANE WATERPROOFING FOR BRIDGE DECKS - SPRAY APPLIED.

STRUCTURAL STEEL: SEE SHEET 39 FOR STRUCTURAL STEEL NOTES.

MISCELLANEOUS STEEL: UTILITY SLEEVE STEEL SHALL BE STEEL PIPE CONFORMING TO ASTM A-53, TYPE S, GRADE B, STANDARD WEIGHT, PLAIN ENDS, HOT-DIP GALVANIZED, UNLESS OTHERWISE NOTED.

MICROPILES: SEE SHEET 18 FOR MICROPILE NOTES.

CONCRETE: ALL CONCRETE SHALL BE 4000 HP CONCRETE, EXCEPT AS NOTED BELOW: SIDEWALKS AND HIGHWAY GUARDRAIL TRANSITIONS SHALL BE 5000 HP CONCRETE.

ABUTMENT STEMS AND FOOTINGS, WINGWALL STEMS AND FOOTINGS, RETAINING WALL STEMS AND FOOTINGS, AND APPROACH SLABS SHALL BE 4000 1.5 INCH, ~~565 HP-CEMENT~~ 565 CEMENT

ABUTMENT BACKWALLS, CURTAIN WALLS, AND KEEPER BLOCKS SHALL BE 4000 ¾ INCH, ~~610 HP-CEMENT~~ 610 CEMENT

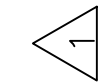
WILMINGTON  
BUTTERS ROW OVER MBT/APAN AM RAILROAD

STATE	FED AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	HI1BRH-003S(669)X	46	110
PROJECT FILE NO. 608929			

GENERAL NOTES AND ESTIMATED QUANTITIES

TRAFFIC DATA			
	ROADWAY OVER	ROADWAY UNDER	
DESIGN YEAR	2041		
AVERAGE DAILY TRAFFIC - PRESENT	3,472		
AVERAGE DAILY TRAFFIC - DESIGN YEAR	4,236		
DESIGN HOURLY VOLUME	657		
DIRECTIONAL DISTRIBUTION	53.0%		
TRUCK PERCENTAGE - AVERAGE DAY	6.4%		
TRUCK PERCENTAGE - PEAK HOUR	4.0%		
DESIGN SPEED	25MPH		
DIRECTIONAL DESIGN HOURLY VOLUME	350		

SEISMIC DESIGN CRITERIA	
DESIGN RETURN PERIOD:	1,000
DESIGN SPECTRA	
As	0.096g
SDs	0.192g
SD1	0.068g
SITE CLASS	C
SEISMIC DESIGN CATEGORY (SDC)	A



AGUST 30, 2023	ADDENDUM NO. 1
JULY 29, 2023	ISSUED FOR CONSTRUCTION
DATE	DESCRIPTION
THIS SHEET IS APPROVED FOR CONSTRUCTION BY MASSDOT AUTHORIZED SIGNATORY: STATE BRIDGE ENGINEER	
USE ONLY PRINTS OF LATEST DATE	

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